134 ~~186~~. The system of claim ~~184~~ 132 wherein said monitoring process determines from said vehicle activity information whether said vehicle is being used appropriately.

135 ~~187~~. The system of claim ~~184~~ 132 wherein said monitoring process determines from said vehicle activity information whether said vehicle is stalled in traffic.

136 ~~188~~. The system of claim ~~184~~ 132 wherein said system directs said vehicle to a new location to better meet future needs.

137 ~~189~~. The system of claim ~~184~~ 132 wherein said predicting step comprises computing a lead time to performing a transportation service.

138 ~~190~~. A method for monitoring use of a vehicle, comprising:

receiving vehicle activity information without human intervention, and

performing a monitoring process without human intervention, said monitoring process including reviewing said vehicle activity information to detect a transportation-affecting situation, and predicting therefrom whether transportation services will meet future needs.

139 ~~191~~. The method of claim ~~190~~ 138 further comprising receiving information on activities of a vehicle by radio communications.

140 ~~192~~. The method of claim ~~190~~ 138 further comprising determining from said vehicle activity information whether said vehicle is being used appropriately.

141 ~~193~~. The method of claim ~~190~~ 138 further comprising determining from said vehicle activity information whether said vehicle is stalled in traffic.

142 ~~194~~. The method of claim ~~190~~ 138 further comprising directing said vehicle to a new location to better meet future needs.

143 ~~195~~. The method of claim ~~190~~ 138 further comprising computing a lead time to performing a transportation service.

Remarks

Applicant thanks the Examiner for his consideration in holding an interview with the Applicant on February 21, 2002. The substance of the interview is reflected in the Examiner's Interview Summary.

Claims 166, 169-171 and 174-175 have been amended to more directly recite that the system and method of those claims is directed to "encourag[ing] positioning of [a] mobile asset at a desired single location". The Examiner's rejection of some of these claims is based upon the Hoshen and Fast patents, both of which deal with systems for constraining movements, e.g., for house arrest situations. It appears the Examiner considered the language of the rejected claims to be applicable to systems directed to constraining movement, rather than encouraging movement, as was intended. To alleviate this rejection, Applicant has directly stated what was intended, through the quoted language.

The Examiner will appreciate that the Hoshen and Fast references have no aspect directed to encouraging motion, but rather are explicitly directed to restraint of movement, and thus are neither applicable or analogous to the concepts recited in the rejected claims. Applicant thus submits that all of claims 166-175 are allowable.

Applicant is presenting, with this amendment, new claims 176-183, which are directed to a method and system for monitoring use of a vehicle to identify certain vehicle conditions. These claims relate to claims 122-131 which were previously canceled from the application. Applicant submits that new claims 176-183 avoid the rejections that were made against claims 122-131, and are patentable.

Applicant is also presenting, with this amendment, new claims 184-195. These claims relate to using vehicle activity information to detect a transportation-affecting situation, and predicting therefrom whether transportation services will meet future needs. Applicant submits that these claims are also patentable.

Applicant believes that it has paid for a total of 97 claims and 12 independent claims as a consequence of previous submissions. With this amendment, Applicant believes the application has 109 claims and 14 independent claims. Applicant thus believes that it owes the additional fees for 12 excess total claims and 2 excess independent claims. Authorization is hereby given to charge any such excess claims fees to Deposit Account 23-3000.

If any petition for extension of time is necessary to accompany this communication, please consider this paper a petition for such an extension of time, and apply the

appropriate extension of time fee to Deposit Account 23-3000. If any other charges or credits are necessary to complete this communication, please apply them to Deposit Account 23-3000.

Respectfully submitted,

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Version With Markings to Show Changes Made

114 166. A system for interacting with a mobile asset to encourage positioning of said mobile asset at a desired single location, comprising:

[communication] circuitry identifying [receiving] position or motion information [from] for said mobile asset,

storage for data referencing activity of a mobile asset,

processing circuitry reviewing said position or motion information and said data without human intervention, to correlate said position or motion information with activity of a mobile asset referenced in said data, identifying a desired single location for said mobile asset, and advising a person responsible for control of said mobile asset of [a] the desired single location for said mobile asset based upon the correlation of said position or motion information with activity of a mobile asset referenced in said data.

118 169. The system of claim 167 wherein said person responsible for control of said mobile asset is a [dispatcher remote from the location] driver of said vehicle.

117 170. The system of claim 168 wherein said correlation of said position or motion information with a transport service referenced in said data, comprises determining whether said vehicle is [adequately providing] positioned to meet predicted needs for said transport service.

119 171. A method of interacting with a mobile asset to encourage positioning of said mobile asset at a desired single location, comprising:

[receiving] identifying position or motion information [from] for said mobile asset,

storing data referencing activity of a mobile asset,

reviewing said position or motion information and said data without human intervention, to correlate said position or motion information with activity of a mobile asset referenced in said data,

identifying a desired single location for said mobile asset, and

advising a person responsible for control of said mobile asset of [a] the desired single location for said mobile asset based upon the correlation of said position or motion information with activity of a mobile asset referenced in said data.

123 174. The system of claim 172 wherein said person responsible for control of said mobile asset is [a dispatcher remote from the location] driver of said vehicle.

122 175. The system of claim 173 wherein said correlation of said position or motion information with a transport service referenced in said data, comprises determining whether said vehicle is [adequately providing] positioned to meet predicted needs for said transport service.

Claims 184-196 are new.